

HIGHWAY										
Local ID	Facility	Section (From - To)	2003 Existing System			2035 Proposed System				
			Dist. (mi)	Cross-Section (ft)	ROW ft	Speed Limit (mph)	Existing Capacity (vpd)	2003 AADT	Cross-Section	Proposed Capacity (vpd)
LEE006-H	Colon Rd.	US 421 BYP (FUTURE) to SR 1560	1.33	24	60	55	8,500	5,100	4B	40,500
	N Seventh St.	SR 1560 to SR 1002	0.36	48	40	35	36,000	5,700	ADQ	36,000
	S Seventh St.	SR 1002 to SR 1516	0.65	48	40	35	36,000	12,000	ADQ	36,000
	S Seventh St.	SR 1516 to SR 1514	0.38	48	40	35	36,000	11,000	ADQ	36,000
SR 1416 (Riddle Rd.)		SR 1415 to SR 1002	2.51	20	2	60	55	9,300	770	ADQ
	Riddle Rd.									9,300
										2,000
SR 1418 (Post Office Rd.)		Post Office Rd.	2.54	18	2	60	55	7,700	1,100	ADQ
										7,700
										3,900
SR 1423 (Farrell Rd.)		Farrell Rd.	1.51	20	2	60	55	9,300	560	ADQ
			2.44	20	2	60	55	9,300	720	ADQ
			0.42	48	4	60	55	36,000	750	2B
			1.16	20	2	60	55	9,300	520	2B
										14,600
										1,800
SR 1466 (Deep River Rd.)		Deep River Rd.	1.74	22	2	100	55	9,500	6,700	4C
			2.42	22	2	100	55	9,500	6,700	ADQ
			3.06	22	2	100	55	9,500	1,700	ADQ
			0.44	20	2	100	55	9,300	2,500	ADQ
										9,500
										6,400
SR 1483 (Rod Sullivan Rd.)		Rod Sullivan Rd.	US 15-501 to SR 1415							
			US 15-501 to SR 1433							
			SR 1433 to US 1							
			US 1 to Chatham Co.							
SR 1500 (Lower River Rd.)		Lower River Rd.	SR 1002 to NC 42	6.07	20	2	60	55	9,300	480
										ADQ
										9,300
										1,700
SR 1508 (Lick Creek Rd.)		Lick Creek Rd.	SR 1537 to SR 1002	1.06	18	2	60	55	7,700	990
										ADQ
										7,700
										3,500
SR 1509 (San Lee Dr.)		San Lee Dr.	SR 1537 to SR 1510	1.48	20	2	60	55	8,500	440
										ADQ
										8,500
										1,100

* 2006 AADT

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***Traffic from McNeil Rd. was added to Burns Dr.
to account for recommended interchange.